

20.2; Findlay, 18.2; Wauseon, 17.4; Caledonia, 16.8; Celina, Sidney, and Orangeville, 16.5; Napoleon, 16.2; North Lewisburgh, 14; Kenton, 13.5; Wheeler, 13.2; West Milton, 12.9; Leipsic, 12.8; Garrettsville, 12.5; Bellevue and Bement, 11.5; Greenville, 11.3; Tiffin, 10.8; Hiram, 10.6; Columbus, Toledo, and Upper Sandusky, 10. *Oklahoma Territory*.—Buffalo, 18. *Oregon*.—Joseph, 20.5; Lone Rock, 14.5; Heppner, 14; Happy Valley, 11.5. *Pennsylvania*.—Blue Knob, 54.5; Charlesville, 39; Carlisle, 33.2; Grampian Hills, 31; Lewisburgh, 27.6; Coatesville, 25.9; Selin's Grove, 25.2; York and McConnellsburgh, 24; Somerset, 23; Harrisburgh and Smethport, 22; Lock Haven, 21.5; Lancaster, 21; Meshoppen, 20.5; Nisbet, 20; Kennett Square, 19.5; Aqueduct and West Chester, 18.5; Hollidaysburgh, 18.2; Greenville, 18; Kilmer, 17.2; Johnstown, 17; Emporium and Pleasant Mount, 16.5; Lebanon, 15.7; State College, 15.1; Rimersburgh and South Eaton, 15; Salem Corners, 14.8; Eagle's Mere, 14.2; Erie, 14; Westtown, 13.5; Wysox, 13; Le Roy, 12.2; Blooming Grove, 12; Dyberry and Girardville, 11; Honesdale, 10.5; Troy and Wilkes Barre, 10.

Rhode Island.—Lonsdale and Pawtucket, 9.0. *South Dakota*.—Oelrichs, 40; Cross, 20.2; Webster, 18.1; Elkton, 16.8; Huron, 15.5; Fort Randall, 13.4; Spearfish, 12.5; Rapid City and Flandreau, 12; Wolsey, 10.5; Clark, Howard, Kimball, Scranton, and Sioux Falls, 10. *Tennessee*.—Union City, 7. *Texas*.—Mountain Spring, 4. *Utah*.—Park City, 33; Parowan, 17; Salt Lake City, 13.1; Nephi, 10.5. *Vermont*.—Strafford, 21.5; Northfield, 18.8; East Berkshire, 17; Lunenburg, 16.5; Chelsea, 16; Burlington, 14; Vernon, 13; Brattleborough (1), 12.8; Jacksonville, 12. *Virginia*.—Woodstock, 22; Staunton, 21; Dale Enterprise, 19.8; Bolar, 19; Lexington, 17; Salem, 13.6; Yancey's Mills, 12.5; Petersburg and Stanardsville, 11.5; Bedford City and Christiansburgh, 11. *Washington*.—Chehalis, Seattle, and Walla Walla, 1.1. *West Virginia*.—Mont Alto, 37; Harper's Ferry, 20.1. *Wisconsin*.—Embarrass, 31; Chippewa Falls, 26.5; Bayfield and De Pere, 24.5; Koenig and Madison, 24; Lancaster, 23; Menomonie, 22.3; Oconto, 22; Columbus, 21.8; Hillsborough, 21.5; Hayward, 20.2; Butternut and Ithaca, 20; Peshtigo, 19.8; Medford (2), 19.4; Rhinelander, 18.7; La Crosse, 18.5; Green Bay, 18.1; Hammond and Phillips, 18; Beaver Dam and Greenwood, 17; Milwaukee, 16.6; Meadow Valley, 16.4; Cadiz and Whitehall, 16.2; Elroy, 15.4; Manitowoc, 15.2; Appleton (1) and Glasgow, 15; Neillsville, 14; Plover and Hudson, 13.8; Eau Claire, 13.5; Medford (1), 12.8; Oshkosh, 12.7; Prairie du Chien, 12.5; Janesville, 10.5; Fond du Lac, 10. *Wyoming*.—Fort McKinney, 25.2; Camp Pilot Butte, 21.3; Saratoga, 21; Camp Sheridan, 18.8; Wheatland, 16; Cheyenne, 15.3; Laramie, 15.

DEPTH OF SNOW ON GROUND AT CLOSE OF MONTH.

Chart IV shows the depth of snow reported on the ground

at the close of the month. At Cumbres, Colo., 108.5 was reported; more than 20.0 was reported at mountain stations in south-central Pennsylvania, northeast West Virginia, upper Michigan, Colorado, and in northeast-lower Idaho, and a depth of more than 10.0 was noted at stations in New Hampshire, Maine, Michigan, Wisconsin, Nebraska, and Idaho. Trace of snow was reported on the ground from New England southwest, inside the coast line, to western Virginia, and north of a line traced from east Michigan southwestward to extreme north-central New Mexico, thence to south Utah, and thence west of north over the east part of the northern plateau.

HAIL.

Description of the more severe hail storms of the month is given under "Local Storms." Hail was reported as follows: 1st, Cal. 2d, Ind., N. C., Utah. 3d, Ala., Ill., Ohio, Tenn., Utah. 4th, Utah. 5th, Ala., Cal. 6th, Ala., Ariz., Md., N. C., S. C., Tenn. 7th, Ariz., La., Miss., Mo., Okla. T., Tenn., Tex. 8th, Miss., Tex., Wis. 9th, Mich., Ohio, Tex. 10th, Utah. 11th, Ill., Mo. 12th, Tex. 13th, N. Y., Oregon, Tenn. 15th, Nev., Tex. 16th, Cal. 17th, Kans., Wis. 18th, Ark., Cal. 19th, Ill., Mo. 20th, Colo., Ind., N. Y., N. C., Tex. 21st, Ala., Fla., Ga., Ky., S. C., Tenn., Wis. 22d, Cal., Mass., N. C., Oregon, Utah. 23d, Ariz., Tex. 24th, Ariz., Tex. 25th, Miss., Tex. 26th, Cal., Ga., Ill., Ohio. 27th, Cal., Ky., Ohio, Oregon, Wash. 28th, Colo., Kans., Md., N. J., Oregon, Va. 29th, Iowa, Kans., Mo., Nebr. 30th, Ill., Iowa, Mich., Miss., Tex., Wis. 31st, Ky., Ohio, Utah, Wis.

SLEET.

Description of the more severe sleet storms of the month is given under "Local Storms." Sleet was reported as follows: 1st, S. C. 2d, Ill., Ind., Kans., Va. 3d, Ill., Kans., Mo., N. C., Ohio, Va., W. Va. 4th, Ind., Kans., N. J., N. Y., N. C., R. I., Utah, W. Va. 5th, Ala., Ariz., Ark., Ga., Ill., Ind., Miss., Mo., N. Mex., N. C., Ohio, S. C., Tenn., Va. 6th, Ariz., Ill., Ind., Ky., Mo., N. J., N. C., Ohio, Tenn., Va. 7th, Ariz., Ill., Kans., Mo., Okla. T., Ohio, Wis. 8th, Ark., Ill., Iowa, La., Mich., Mo., N. J., Pa., Tex., Wis. 9th, Conn., Mont., Ohio, Pa., Tenn., Vt. 10th, Conn., Mo., Vt. 11th, Conn., Ill., Kans., Mo., N. Mex., Tenn. 12th, Ark., Ill., Ind., Ky., La., Ohio, Tenn., Tex. 13th, Ark., Miss., N. Y., Ohio, Tenn., Tex. 16th, N. Mex., Ohio, S. Dak. 17th, Kans., Nebr., Wis. 18th, Ill., Iowa, Kans., Mo., Nev., Ohio, 19th, Ill., Iowa, Ky., Mo., N. Mex., N. Y., Ohio. 20th, Colo., Iowa, Mich., N. J., N. Y., Ohio, Pa., Tenn., W. Va. 21st, Mass., Mo., N. H., Pa. 22d, Ill., Pa., Va. 23d, Colo., Kans., Tex., Wis. 24th, Kans., Mich. 25th, Mo., Tex. 26th, Colo., Ill., Iowa, Mich., N. C., Ohio, W. Va., Wis. 27th, Mich., Nev., Ohio, Va. 28th, Colo., Mich., Nebr., N. C., Va., Wash. 29th, Colo., Iowa, Minn., N. Dak. 30th, Iowa, Mich., Minn., Wis. 31st, Mich., Minn., N. Y., Pa., Wis.

WINDS.

The prevailing winds during March, 1891, are shown on Chart II by arrows flying with the wind. In New England, the south Atlantic states, the Ohio Valley and Tennessee, the upper Mississippi Valley, and on the middle-eastern slope of the Rocky Mountains the winds were generally from northwest to northeast; in the middle Atlantic states, northeast; over the Florida Peninsula, south to west; in the west Gulf states, northeast to southeast; in the Lake region, northeast to east; in the extreme northwest, northwest to north; in the Missouri Valley, northwest; on the northeast slope of the Rocky Mountains and along the north Pacific coast, southeast to southwest; on the southeast slope of the Rocky Mountains, south to southwest; over the plateau region and on the middle Pacific coast, southwest to northwest; on the south Pacific coast, west to northwest; and in the east Gulf states and the Rio Grande Valley, variable.

HIGH WINDS.

(In miles per hour.)

Wind velocities of 50 miles, or more, per hour were reported at regular stations of the Signal Service, as follows: 3d, 59, e., at Block Island, R. I. 4th, 62, e., at Block Island, R. I.; 54, sw., at Buffalo, N. Y.; 50, se., at Nantucket, Mass.; 62, nw., at Wood's Holl, Mass. 8th, 50, nw., at Lexington, Ky. 9th, 50, w., at Fort Assiniboine, Mont. 10th, 52, s., at Chicago, Ill. 13th, 60, sw., at Northfield, Vt.; 60, sw., at Buffalo, N. Y.; 14th, 50, nw., at Buffalo, N. Y.; 50, w., at Wood's Holl, Mass. 15th, 51, s., at Port Huron, Mich.; 56, sw., at Chicago, Ill. 16th, 50, nw., at Wood's Holl, Mass. 18th, 54, nw., at Keeler, Cal. 19th, 50, sw., at Fort Canby, Wash. 20th, 57, ne., at Block Island, R. I.; 56, se., at Fort Canby, Wash. 21st, 70, ne., at Block Island, R. I.; 50, nw., at Fort McKinney, Wyo. 25th, 50, ne., at Chicago, Ill.

LOCAL STORMS.

1st.—A heavy thunder-storm over southeast Massachusetts ended in the early morning. A number of buildings were struck by lightning and burned.

5th.—A storm of unusual severity occurred about 4 miles ne. of Wheatland, Cal., about 2 p. m. The storm traveled slowly southeastward and demolished buildings trees, etc., in a path about 300 feet in width. A winery was completely demolished and the heavy timbers scattered in all directions. A blacksmith shop was flattened to the ground. Trees were torn up and carried off. A large shed was lifted 20 feet into the air, and a barley grinder weighing 1,600 pounds was lifted off the ground and carried 10 feet. In crossing Bear River the storm lifted the water drops and vapor 200 feet. The storm was attended with electricity and hail and appeared to form by the coming together of 2 sets of clouds traveling in opposite directions.

7th.—A severe storm prevailed over west-central Mississippi. In the east part of Warren county a storm moved north in a path about 50 yards in width about 8 p. m., eastern time, killing 6 persons, and destroying property to the estimated value of over \$50,000. Heavy rain preceded and attended the storm, with vivid lightning and loud thunder. A thunder-storm with heavy rain occurred at Vicksburg in the morning. The night of the 7-8th severe storms were reported in Rankin, Holmes, and Madison counties, Miss. At Brandon, Rankin Co., a storm moved ne., with heavy rain, thunder, and vivid lightning. The storm was attended by a roaring sound and appeared to have a whirling motion, as articles were carried up and trees were thrown in all directions. The path of the storm extended about 3 miles, and the damage to buildings, etc., amounted to about \$10,000. A report of this storm states that a piece of scantling was blown through a hard packed bale of cotton, and that a large wagon wheel was blown off, the spokes torn out, and the tire wrapped around a log. At Cameron, Madison Co., Miss., a storm moved ne., in a path about 200 yards in width, attended by a roaring sound, and terrific thunder and lightning. A very small quantity of hail fell, and the rain was heaviest after the passage of the storm. The storm had a whirling motion from right to left, and trees, etc., were thrown in all directions. No lives were lost. Property was destroyed to the value of about \$5,000. The storm was also very severe in Holmes Co., Miss., where a number of houses were destroyed, and several persons were reported killed and injured. At Memphis, Tenn., the barometer fell rapidly the morning of the 7th, the decrease in pressure being .20 in less than one hour, about 11 a. m., when a gale from the nw. began. At Nashville, Tenn., a heavy rain and thunder-storm occurred in the early morning, and a building was struck by lightning and burned. The heavy rainfall caused serious damage to railroad and other property in west Mississippi and Tennessee. At Shreveport, La., a thunder-storm from the nw. occurred in the afternoon, during which a house was struck by lightning. A house near Belmont, S. C., was struck by lightning.

8th.—A very heavy thunder-storm, with excessive rainfall, occurred at Meridian, Miss., in the early morning. Railroads were under water for several miles, many bridges were washed away, crops were injured, houses were flooded in Meridian, and communication with the surrounding country was cut off by flooded streams. The damage in and about Meridian was estimated at \$30,000. A severe storm was reported at Salem, Lee Co., Ala. At Lumpkin, Stewart Co., Ga., a heavy thunder and rain storm washed out roads, etc. Very heavy rainfall and heavy winds were reported in parts of South Carolina, and a high tide was reported at Tampa, Fla. A heavy gale, with high tides, prevailed on Puget Sound and over west Washington. **9th.**—A severe storm of wind and rain prevailed at Block Island, R. I.; the tide was high and vessels remained in the harbor. A thunder-storm, with heavy rain, was reported along the Hudson River at night. **12th.**—A heavy storm occurred at Mesquite, Tex.; rain froze as it fell,

doing much damage. **13th.**—A gale, with wind changing from se. to s. and to sw. at night, rain, and dense fog, prevailed at Vineyard Haven, Mass. At 10.15 p. m., in a dense fog, the U. S. S. "Galena" ran ashore at Gay Head, Martha's Vineyard. A severe gale set in from the sw. at Buffalo, N. Y., at 1 p. m. and continued until after midnight, reaching a velocity of 60 miles per hour at 1.58 p. m., and causing considerable damage to buildings, etc. The barometer fell .20 from 8 to 10 a. m., and reached 28.40 (actual) at 1.35 p. m., after which it rose rapidly. At Hess Road Station, N. Y., a light ne. wind lulled at 1.40 p. m., and a black mass of clouds began to form 10 to 12 miles out on Lake Ontario, nw. by n. from station. The wind increased steadily in force, changing to wsw. and reaching nearly 70 miles per hour. The top of the mass of cloud was about 15° above the horizon. The storm was attended by a roaring sound, and the centre passed to the north of the place of observation at 2 p. m. The temperature rose until 2.30 p. m., when it suddenly fell 16°; the barometer had been falling 3 days. The cloud was inky black, and rolled and tumbled without any seeming direction, but sloping backward or toward the west; near the centre was a fixed gray streak or line which grew larger as it neared the top, this was supposed to be water. The whole mass kept its general form, but gradually lost its density and color. Mr. C. S. Spaulding, the voluntary observer at Hess Road Station, states that storms of this description always form in about the same locality as the one above described, pass inland, never reaching a point farther south than the limestone ridge, or about 12 miles from the lake shore, move nearly in a semicircle, and again reach the lake at or near Thirty-mile Point. At Pittsburgh, Pa., a sw. gale, with snow and rain, prevailed in the morning. The wind reached 45 miles per hour at 11 a. m., the highest wind velocity ever noted at that station, causing considerable damage.

17th.—High ne. winds prevailed at Charleston, S. C., and a schooner went ashore and was wrecked. **17-18th.**—A "norther" prevailed in California and Nevada, with wind 25 to over 50 miles per hour. At Keeler, Cal., the wind shifted to nw. at 7 p. m., 18th, and in 15 minutes attained a velocity of 54 miles per hour, the highest velocity ever noted at that station. The temperature fell from 60° to 34° in 2 hours, and at 7.15 p. m. rain began and changed to snow. **20th.**—A severe ne. gale, with heavy rain, prevailed along the New Jersey coast, causing unusually high tides. **21st.**—At 7.40 a. m. a thunder-storm passed north of Eustis, Fla.; 0.90 inch of rain fell in 25 minutes; 3.73 inches fell from 7.40 a. m. to 5 p. m., and very heavy rain and hail was reported at neighboring towns. At Orlando, Fla., considerable damage was caused by heavy hail. A severe thunder-storm, with heavy rain, passed southeast over Charleston, S. C., in the evening. **22d.**—A heavy thunder-storm, with rain and hail and a gale from the ne., prevailed at Kitty Hawk, N. C., during the early morning. Great damage was caused along the New Jersey coast by heavy wind and high seas. **24th.**—During a n. gale the steamship "Trailharly" ran ashore at Chicamcomico, N. C. The ship went to pieces, and 19 of the crew, including the captain and officers, were drowned; 7 were saved. **26th.**—A heavy ne. wind and rain storm prevailed at Birdsnest, Va. A heavy hail storm was reported in Pike Co., Ga. **27th.**—Heavy rain fell at Key West, Fla., in the morning; 0.42 inch fell in 10 minutes, and in a squall from the sw. the wind reached 30 miles per hour for 5 minutes. Brisk and high winds, with rain and lightning, prevailed at Hatteras, N. C. The Spanish steamship "Bovinquen," from Galveston for London, went ashore 5 miles s. of Hatteras Inlet; the crew was saved. At Cape Henry, Va., a severe wind and rain storm prevailed. At 10 a. m. the Nor. bk. "Dictator" went ashore about 6 miles s. of the station, and 7 persons were drowned. The storm was also severe over Chesapeake Bay and along the New Jersey coast. **29th.**—A heavy rain storm visited the region about Galena, Ill., causing considerable damage. A severe storm was reported in north Dickinson county, Kans.,

in the morning. **30th.**—A thunder-storm, with heavy rain, began at Indianapolis, Ind., about noon. A church was struck by lightning and damaged to the extent of about \$500. A destructive storm was reported in the south part of Claiborne

Co., La., in the evening. **31st.**—Owing to darkness and heavy rain the steamer "City of Detroit," from Detroit to Cleveland, ran on a rock at the "Lime Kilns" and sunk. No lives were lost.

INLAND NAVIGATION.

FLOODS.

The month opened with high water in the Mississippi River from Cairo, Ill., southward, and high water prevailed in many of the tributaries of the lower Mississippi. On the 1st the stage of the Ohio River at Cincinnati, Ohio, was 50.3 feet, 5.3 feet above the danger-line, and the stage of the water at Louisville, Ky., was 30.4 feet, 6.4 feet above the danger-line. On the 4th the Mississippi River reached 46.2 feet at Cairo, Ill., at which point it remained almost stationary until after the 6th. At Yuma, Ariz., the east bound passenger train which arrived on the morning of February 22d returned to California, offering the first opportunity to forward mail since February 21st. On the 4th the levee on the Sacramento River opposite Sacramento, Cal., broke at 12.30 p. m., partially flooding the town of Washington. The gauge reading was 26.7 feet. On the 5th the river rose to 26.9 feet and a levee about 3 miles below Sacramento, on the Yolo county side, gave way. The break was only a short distance below the great break of December, 1889, and the stage of the water was only 1 inch lower than at that time. On the 5th and 6th the Tennessee River was rising at Chattanooga, Tenn. On the 7th the river was falling at Cairo, Ill. At Chattanooga, Tenn., the Tennessee River continued to rise.

On the 8th the river continued to rise at Chattanooga, Tenn.; the backwater was encroaching on the lowlands in south Chattanooga, and the residents were moving to higher ground. On the 9th the river continued to rise at Chattanooga, Tenn. buildings along the river front and in the lowlands were flooded and railroad trains were abandoned. At 8 a. m. the Savannah River stood at 31.2 feet at Augusta, Ga. The west and south edges of the city were completely inundated; street cars were compelled to stop running, and towards night a general cessation of business was caused by the rapidly encroaching water. River and streams were generally high in Georgia. High water was generally reported in streams in Alabama and Mississippi. At Nashville, Tenn., the Cumberland River was rising and much damage was caused to property in low-lying sections. At Lynchburgh, Va., the James River was very high. On the 10th, at 2 p. m., the Cumberland River was 47.8 feet at Nashville, Tenn., and stationary. Streets in the lower part of the city were flooded and considerable damage was caused. On the 10th the Savannah River reached 35.5 feet at Augusta, Ga., after which it fell slowly. At Chattanooga, Tenn., the Tennessee River rose slowly; trains on the mountain railroads were stopped by high water, and the Belt Road trains ran through 2 inches of water near the National Cemetery. The first break in the lower Mississippi levees occurred at Vidalia, La., opposite Natchez, Miss.; 450 yards of the levee caved in; no damage done. The Mississippi River reached 34.9 feet at Memphis, Tenn., 1.9 foot above the danger line. On the 11th the Tennessee River reached 38.9 feet, 5.9 feet above the danger-line, at Chattanooga, Tenn., and then began to fall. A crevasse occurred at night in the levee at Hill House, near Sunflower Landing, Coahoma Co., Miss. At Nashville, Tenn., the Cumberland River was 47.9 feet and stationary. On the 14th the Cumberland River reached 49.3 feet, 9.3 feet above the danger-line, at Nashville, Tenn. At New Orleans, La., the water washed over the bank at noon, but the break was quickly repaired and no damage resulted.

On the 16th an overflow occurred at the foot of Girard street, New Orleans, La., but a protection levee was immediately put up, forcing the water back in the river. A break in the Bayou La Fourche levee was reported in the morning. On the 17th

the first serious break in the levees near New Orleans, La., occurred on the Ames Plantation, nearly opposite Audubon Park, in the upper end of the city. The break was nearly 100 feet wide and 15 feet deep. Algiers and Gretna, 2 small villages near the crevasse, and a number of small farms were threatened with overflow. The river reached 16.4 feet, 3.4 feet above the danger-line, at New Orleans, La. On the 18th the Ames crevasse widened rapidly, and the water covered the tracks of the South Pacific and Texas Pacific Railroads, seriously interfering with traffic on those lines. The stage of the river continued at 16.4 feet. On the 19th the Ames crevasse continued to widen. On the 20th the Ames crevasse continued to widen, but as a protection levee had been constructed it was thought that no damage would be done at Gretna and Algiers. On the 21st the back levee at Concordia, East Carroll Parish, La., broke in the morning and widened rapidly. On the 22-23d serious freshets were reported in rivers and streams in Maine and New Hampshire. On the 23d the Ames crevasse at New Orleans was about 600 feet wide. The break at Concordia was 600 feet wide. On the 24-25th the Little Colorado River was very high at Holbrook, Ariz., and the span of telegraph line crossing the river was washed away. On the 27th the flood at Holbrook, Ariz., had abated. On the 31st the river was 42.2 feet and rising at Cairo, Ill. At Vicksburg, Miss., it reached 48.0 feet, 7.0 feet above the danger-line, and at New Orleans, La., the river was falling slowly.

ICE IN RIVERS AND HARBOURS AND OPENING OF NAVIGATION.

Penobscot River.—On the 21st a heavy ice gorge was reported at Veazie, Me.

Lake Champlain.—The lake was frozen at Burlington, Vt., on the 5th.

Susquehanna River.—At Lock Haven, Pa., the river was partly frozen on the 1st; floating ice, 2d; partly frozen, 3d; river clear of ice, 10th. At Wilkes Barre floating ice was reported from the 1st to 3d.

Hudson River.—The first boat of the season arrived at Albany from New York City on the 25th.

The Morris Canal was open for navigation on the 30th.

Detroit River.—Considerable ice in the river on the 1st; floating ice, 3d; river clear of ice, 5th; floating ice, 10th. The first trip of the season was made on the 12th by the steamer "City of Detroit," running between Detroit and Cleveland. On the 25th navigation was opened on the Detroit River as far north as Lake Saint Clair Flats, at which point an ice gorge had formed.

Mississippi River.—Floating ice at Alton, Ill., 1st to 15th. At Davenport, Iowa, the ice went out of the river on the 10th. On the 18th the ferry boat began making regular trips. Navigation opened on the 25th. On the 27th the river was reported free from ice between Winona, Minn., and La Crosse, Wis. On the 29th the ice was breaking up at Red Wing, Minn. On the 30th the river was clear of ice at Saint Paul, Minn.

Missouri River.—Floating ice at Herrmann, Mo., 3d to 6th, and 9th. At Saint Joseph's Bridge, Mo., ice was running in the river, 1st and 2d; river blocked by ice, 3d; ice broke up 16th; running ice, 17th; river clear of ice, 18th. On the 4th the pontoon bridge across the river at Saint Charles, Mo., was swept away by flood and heavy ice. On the 26th ice was running in open places at Fort Sully, S. Dak., and on the 31st the river was rising and the water running over the ice. On the 28th the water was running over the ice at Fort Buford, N. Dak. On the 29th the Yellowstone River opened, causing the ice in the Missouri River at Fort Buford, N. Dak., to break,